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A Natural
Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

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C. ENO, LL.D., FRUIT SALT WORKS, LONDON, ENGLAND,
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WORM TABLETSA purely
Vegetable
Sweetened
Solely
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for intestinal or
Thread Worms. Perfectly safe, mild,
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To be obtained of all Druggists.
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LONDON, ENGL.DAIRY FARM NEWS.
BUTTER & CHEESE.The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.Dairy Butter..... \$1.10 per lb.
Dairy Butter..... \$1.00 ..
Buttercup Butter..... 90 ..
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APIOL-STEEL
PILLSA French Remedy for all Disorders of
the Digestive System. It is a powerful
stimulant of the liver and stomach, and
restores the normal action of the system.
It is a purely vegetable preparation, and
is entirely free from all harmful
ingredients. It is a most valuable
remedy for all cases of indigestion,
constipation, and all other disorders
of the digestive system. It is a most
valuable remedy for all cases of
indigestion, constipation, and all other
disorders of the digestive system.

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MADE IN LONDON OF ALL CHEMISTSTHE NEW FRENCH REMEDY,
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THE FAVOURITE "CORK TIPPED" CIGARETTE.

A YEAR AFTER.

LAND-POWER AND SEA-POWER.

Russia's Mighty Defence.

The Enemy's Heavy Pressure.

Britain And Her Navy.

(From the "London Observer" of July 25.)

Before our next issue the war will have lasted a year. In this and the succeeding article we shall look before and after while following immediate day-to-day the best and the worst of the situation. The German stormbreak upon the Russian defence darkens the picture. Its highest lights are given by the almost invincible, but more than counter-balancing, play of British sea-power. That factor, and not the advance of the enemy's armies in Courland and Poland, is the governing element in the whole struggle. The British Fleet to-day, as we shall endeavour to show, stands as certainly between the Central Empires and their hopes, even in the East, as Nelson's ships, on which Napoleon never looked, stood between the Grand Army and the mastery of the world. The famous analogy was never more apt. It seems as certain as anything in human reckoning that the overwhelming and still increasing naval supremacy of the Quadruple Alliance will enable that combination to pile up military power steadily in the West, and at the same time to nourish and replenish the forces of Russia. The Central Empires, whatever they attempt or achieve in the interval, will definitely pass in the near future the highest point of their strength and begin to be overcome on all sides.

To bring out the full significance of the contrast between the campaign against Russia and the extraordinary position of the Allies at sea we shall to-day ignore events on the more Western and Southern fronts. With those we shall deal more thoroughly next week in our final summary of a year's war. But let us remind our readers of two facts. At the very moment when Russia is hard-pressed, the German submarines, after five months' operations, failed for a whole week to sink a single British vessel. Now history knows no instance of any cause backed by the full supremacy of sea-power being beaten in the end.

It is the triumph of sea-power. It is yet saved by any means or that partial disasters are wholly excluded. The latest news of German progress north of the Polish salient encourages no general optimism as to immediate possibilities. All we mean to say, but it is enough, is that the Tsar's generalissimo seems still more likely than before to keep his armies in being and his entire front unbroken, and to defeat Hindenburg's and Mackensen's vast plans to "envelop and destroy." We have now to see how the Grand Duke, encompassed by urgent perils on all sides, is battling magnificently with good prospects of winning this tremendous fight for time whatever becomes of Warsaw. Our special map this week shows the general curve of the Russian front, and the arrows indicate the directions of the German attacks. Though all movements hang together, and we are dealing with concerted operations in the widest sense, it will be convenient to explain this struggle by dividing it into five sections, to be taken separately.

THE MAIN BATTLE AGAINST MACKENSEN. First, we must follow the struggle for the Lublin-Cholm railway, where the enemy's heaviest forces are massed. A week since the invaders were almost within striking distance of this line. They have not taken it yet. They may pierce it at any moment at a point between Lublin and Cholm, where at the village of Riwetz fighting has been raging within little more than a mile from the track; but nowhere have they Russian life from end to end of the Tsar's Empire is stirred to its depths. The order has reached the inner soul and summoned up the spiritual energies of a profoundly religious people. They know now that the supreme test, unknown since 1812, is upon them. Their faith, as is the nature of faith, rises with the trial. In solemn days of intercession the churches have been crowded, and there are prayers in every home. As the Russian people gave up vodka, they will give up life and goods all that may be required to ensure victory. They fight with utter contempt of death. They never can be conquered. The Holy Synod has issued its appeal to the emotions that make this struggle for the Russian people a holy war in a sense that the West cannot conceive. The Grand Duke at Moscow has again declared his assurance of final victory in accents devoid of rhetoric, and breathing the calmest sincerity of conviction.

The last week of terrible fighting has thrown light upon his reasons. Foot by foot he is making the enemy pay as awful a price as was ever given for ground. At that rate the Grand Duke, even in the very process of retreat, will in this strange war of exhaustion have done almost as much as real victory could have wrought towards the destruction of the enemy's power.

Against the Russians, then, there is nothing but "Pyrrhic" victories to be secured. At the very time when Warsaw seems in jeopardy there are at least some things to support a glimmer of hope. The Eastern situation, then, presents a picture that is not at all from implying that the situation is yet saved by any means or that partial disasters are wholly excluded.

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SAKURA BEER

SOLE AGENTS
SUZUKI & CO.
TEL 468
ALEXANDRA BUILDINGS.

enemy broken the line. It is now certain that if they do this success will be of little use to them. No language can do justice to the immortal obstinacy of the defence put up by the Russians. On the roads towards Lublin the Archduke Joseph Ferdinand has been largely strengthened by German divisions, but in a whole week, despite the most desperate efforts, he has only been able to advance a dozen miles. At some places, like Wilkowitz, the Russians repulsed ten onslaughts in a day before yielding their positions. Even then the next morning has found them as strongly entrenched and determined as before. The assaults had to repeat the same ghastly process of forcing their way slowly forward.

On the right of this sector towards Cholm, Mackensen at first seemed to make more head. He captured Krusznostaff, on the Vistula, with neighbouring forts, and thence, as we have said, reached the village of Riwetz almost on the railway. In days of bloody combats he has yet got no further. More immediately to the south of the heights and swamps of Cholm itself Mackensen's forces have been repeatedly thrown back from some of the positions they had gained. Slowly, but of actual slaughter like this is in two ways ruinous to German hopes. First, by drawing out time, it diminishes even such chances as there was, before of the enemy securing any decisive results before the winter. Secondly, the best corps in the Central armies are being melted down. The enemy's losses in this indescribable fight for the Lublin-Cholm railway will probably be heavier than in the struggle for any single objective of the whole war.

Even if they get the railway, that of itself will avail them nothing. The Russians have already resolved, if need be, to stand again on still more ugly positions covered by heights, rivers and wide swamps between the fortress of Ivangorod and Volodva north of Cholm. The line is indicated in the map. A very important point to note is that the enemy tried to turn our allies to some extent by crossing the Bug near Sokal and elsewhere. Up to now fierce counterattacks in this quarter have either driven back General Boehm-Ermolli's Austrians or fairly planned them down. In any case, then, Mackensen and the original phalanx will not solve the problem on the Lublin-Cholm sector in the manner originally hoped.

THE STRUGGLE FOR WARSAW. In the north the opposite phalanx seeking to drive into the region between the Vistula and the Bug in the rear of Warsaw claims much better success. The Russians retreated to the broad line of the Narva, where they held firmly for some days. The enemy concentrated his most violent attacks on the bridgehead of Rozan, an obvious point of peril for our allies, since it covers some of the main railway communications immediately in the rear of Warsaw.

In last night's communication the Germans state that General von Gallwitz stormed irresistibly the fortresses of Rozan and Pultusk. They forced the river between these two places and claim to have strong forces on the southern bank. A single glance at the map will show how close and direct is this thrust at the rear of Warsaw from the north. The broader current of the Bug, however, is still in the way. Gallwitz may yet be checked like Mackensen.

We come next to the third sector, and to that one, which seems the most interesting to the general public, though far from the most important in itself. What of the frontal attacks on the Middle Vistula and the great fortresses, Novogrodek in the north, Tarnobrzeg to the south, and Warsaw itself between? The guns of Novogrodek have been shelling the enemy at long range. Tarnobrzeg, by its position, seemed relatively

INTIMATIONS

G. R.
PUBLIC NOTIFICATION.

His Majesty's Regulation No. 10 of 1915.

THE Underigned, His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, publicly notifies all whom it may concern that it has been decided by His Majesty's Government that delivery of goods already sold to enemy firms in China must be completed by the following time limits:

Not later than August 25th, 1915, in respect of goods already in stock in China.

Not later than September 25th, 1915, in respect of goods which left the United Kingdom prior to July 25th, 1915, but which have not yet arrived in China.

Not later than September 25th, 1915, in respect of goods which left the United Kingdom after July 25th, 1915, but which had been handed to an inland carrier for shipment before July 25th, 1915.

Delivery of goods to enemy firms in China will not be permitted after the dates mentioned above.

J. N. JORDAN,

His Britannic Majesty's Minister.

Peking, August 14th, 1915.

N.B.—In accordance with instructions dated August 20th, from His Majesty's Minister at Peking, it is hereby notified in reference to the above that goods from any British Colony or Dominion will be accorded treatment precisely similar to goods from the United Kingdom.

E. C. WILTON,

Acting British Consul General, Canton.

Exhibited 28.8.15.

E. C. WILTON,

Acting Consul General.

743

Business Connection in all Countries.

INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.

16, St. Helen's Place

LONDON E.C.

with correspondents and extensive connections in all countries.

Manager: J. BENDIS.

This Bureau aims to further international business connections, and put itself FREE OF CHARGE at the disposal of respectable firms, and furnish:

a. Agents in any country.

b. Agencies.

c. Addresses of Exporters, Importers, Manufacturers, Agents, etc., in any country.

d. Offers in any article desired.

The Bureau does not accept any Commission for Connections accomplished by its Medium.

Each firm desirous of utilizing the medium of this Bureau is asked to state references.

The Bureau is enabled to GRANT its SERVICES FREE OF CHARGE because some thousand firms are subscribers and support the Bureau through an annual fee.

All correspondence to be addressed to: International Commercial Intelligence Bureau.

MANAGER: J. BENDIS,

16, St. Helen's Place,

LONDON, E.C.

H. K. gong, June 14, 1915.

JAPANESE MAKERS.

Every kind of Footwear

MADE

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CHERRY & CO.

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Opposite Hongkong Hotel.

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Hongkong, March 20, 1914.

EUROPEAN AGENCY.

WHOLESALE Indents promptly

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or all British and Continental goods,

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Books and Stationery.

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Clothes, Furnishings and Glassware.

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Provisions and Groceries' Stores,

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Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Conditions on Demand.

Sample Cases from £25 upwards.

Orders of Provisions Paid on Account.

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Cable Address: "WILLSON, LONDON."

ALEXANDRA CAFE

OYSTERS: Fresh, Fried or Steamed,
Fishes: Gadwall, Herring, etc.

EXTRA TO THE CHINA MAIL.

HONGKONG, WEDNESDAY, SEPTEMBER 1, 1918.

BY TELEGRAPH.

THE WAR.

(Reuter's Service to the China Mail.)

A GERMAN LIQUID FIRE PROJECTOR.

LONDON, September 1.
Reuter's correspondent at Headquarters says that a German liquid fire projector was captured at Hooge. On being examined by the authorities it was found to consist of a metal box, worn like a haversack, with a length of piping through which coal tar could be squirted under great pressure. There was a remarkably ingenious nozzle containing a wick steeped in chemical giving a fierce flame which ignited the coal tar.

STRIKING CHANGES IN RUSSIAN POLITICAL LIFE.

LONDON, September 1.
The remarkable change in Russian political life is shown by a resolution of the Council of Empire recommending the inclusion of Labour delegates on the committees appointed to supervise Army supplies.

THE SOUTH WALES MINING CRISIS.

A TENTATIVE AGREEMENT.

LONDON, Sept. 1, 2.10 p.m.
Yesterday's conferences with reference to the South Wales Mining crisis led to a tentative agreement, only one point being outstanding, which it is hoped may be adjusted to-day.

LATEST NEWS FROM THE EASTERN FRONT.

SUCCESSFUL RUSSIAN OFFENSIVE MOVEMENT.

LONDON, Sept. 1, 2.10 p.m.
The Russians' fine defence of Friedrichstadt against General von Buelow's battering ram has excited general admiration and shows no sign of weakening; indeed, it is seemingly making slight progress in the north.

The fact that the Russians have assumed the offensive against the Germans near Dvinsk affords fresh proof that they are as undaunted as ever and are ready to turn on the Germans whenever the opportunity offers.

It is noteworthy that at Vilna, which the Germans days ago regarded as a ripe plum ready to fall into their hands is still held by the Russians.

The Germans are paying dearly for every inch of their advance. Further south as far as Pripet the Russians are slowly withdrawing along roads and railways through marsh country, practically impassable on account of the autumn rains.

The much-vaunted offensive at Vladimirvolynsk has been seemingly met by an unexpected temporary check.

The enemy's altered disposition of forces means that his cut-and-dried plans have been upset, involving terrific hardships, the troops being almost roadless and rail-less in enemy country, and always exposed to attacks by vigilant rearguards.

CARPENTIER MEETS WITH ANOTHER ACCIDENT.

LONDON, Sept. 1.
Georges Carpentier, the French boxer, who is a member of the Aviation Corps, has met with another accident, having fallen while alighting from his machine, fracturing his thigh.

THE HO FAMILY ESTATE DISPUTE.

Mr Justice Gompertz, sitting in Probate Jurisdiction this morning, heard the opening of another issue in the Ho family estate dispute, which had been related to him by virtue of the fact that the Chief Justice, Sir Wm. Roes Davies, had tried a former issue arising out of the same estate.

The plaintiff is Ho San Sim alias Ho Ngok Lin, 21 Park Road, Victoria, made an application to the effect that letters of administration of the estate of Ho Wo Lam alias Wo Wan Ping deceased, granted to Ho Cheng Shi, 15 Queen Victoria Street, be called in, revoked and declared null and void.

Plaintiff claimed to be the lawful and natural brother and one of the next of kin of Ho Wo Lam, deceased, and asked that the letters of administration, granted to the defendant on 22nd January, 1913, as guardian of Ho Shan Yau, alleged to be an adopted son and next of kin of the deceased, be called in on the ground that defendant had no interest in the estate of the de-

ceased; he had no right to be elected guardian of Ho Shan Yau; he was not entitled to administer the estate of the deceased; such letters of administration were granted irregularly as no proof had been made of any conditions entitling either the defendant or Ho Shan Yau to administer the deceased's estate.

Mr. Sharpe, K.C., with whom was Mr. Alabaster, instructed by Mr. Beavia of Messrs Wilkinson and Grist's office, appeared for plaintiff and defendant was represented by Mr. Potter and Mr. Jenkin, instructed by Mr. F. X. D'Almada of Messrs D'Almada and Mason, and Mr. Haywood, of Mr. Leo D'Almada's office.

Mr. Sharpe said there were in the Ho family originally five brothers. The family lived and lived to-day in Siu Lin village, somewhere near Canton, where the family house and the ancestral tablets existed. Early in the Eighties the No. 2 brother founded a theatrical business in Canton and some time subsequently the same person started a branch of the business in Hongkong and the No. 4 brother, who was the plaintiff, was put in charge of the branch office in Hongkong while No. 2 remained at the head office in Canton. That was the

state of things existing up to 1893 when No. 2 died and prior to his death promised that his brothers should have shares in his business. On April 13 1894, there was formed a family agreement in which the interests of each branch of the family were dealt with and that agreement constituted the only partnership agreement existing.

The business was divided into eight shares—four to the adopted son of No. 2 and the remainder, one share each, to the four brothers of No. 2. The accounts and profits should be rendered by an annual inspection in Canton once a year and the assets were only to be divided by a final dissolution and there was to be no share in the profit until the ultimate winding up. In 1897 No. 5 died a domiciled Chinese leaving a Kih Fat (Ng) his concubine and no child.

Mr. Sharpe contended that a concubine had no right to be elected for the purpose of administration whether under Chinese or English law. Although the care-taking of an infant was entrusted to the women's department, the management of substantial property was never in China entrusted to women, when there were males and there were males known in this case even beyond the wide circle of mourning. The proper persons to manage the property during the minority of the infant were the adult male members of the family. They were there to say that the concubine was not entitled to administration.

Case proceeding.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

INSPECTION OF ARMS.

Members of Right Section M.G. Co. will return their rifles and bayonets to Headquarters before 10 a.m. on Monday, 8th inst., for inspection. They will be ready for re-issue on Tuesday, 7th inst.

PARADES.

Parades for Thursday, 2nd instant, at 5.30 p.m.—

Recruits of all units (except Right Section M.G. Co. and Signalling Section) who have not been passed out—Squad drill and rifle exercises at Headquarters, under Sergt.-Major Higby.

DETAILS.

Gun Club Hill, Kowloon:—

On duty until morning of 7th Sept.: No. 1 Sec. Artillery Battery and Left Sec. M.G. Co. Officer on duty: Capt. Armstrong.

Detention Camp, Kowloon:—

On duty to-night: Scouts Company. Officer on duty: Lieut. Murphy.

On duty to-morrow night: Scouts Company. Officer on duty: Capt. Stewart.

On duty 3rd Sept.: No. 1 Sec. Artillery Battery and Left Sec. M.G. Co. and 7 members of Right Sec. M.G. Co. Officer on duty: Capt. Wolfe.

Orderly Officer until 7th Sept: Lieut. Kennett.

Orderly Sergeant until 7th Sept.: Sergt. Bullock.

THE HONGKONG SHARE MARKET.

Messrs Vernon and Smyth advise us that quotations for the following shares changed during the day, the prices at 4 o'clock this afternoon being as under:—

Douglases \$73½ buyers.

H. K. Docks \$74½.

Ewo Cottons Tls 180 sale and buyers.

La-u Kung Mow Cottons Tls 88½ buyers.

International Cottons Tls 92½ buyers.

Soy Chee Cottons Tls 47½ buyers.

Kang Yik Cottons Tls 17 buyers.

Hongkew Wharves Tls 83½ buyers.

Hongkong Banks \$115 sales.

Indo-China \$145 sellers.

China Sugars \$198 sales.

Steamboats \$21 sellers.

Printed and Published for THE CHINA MAIL, Limited, by HORACE MURRAY BAIN, No. 5, Wyndham Street, Hongkong.

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

ALLIED AVIATORS SPLENDID ACHIEVEMENTS.

LARGE HANGAR AT GHENT DESTROYED.

ALLIES INTENSE ARTILLERY ACTION.

SOUTH WALES MINING CRISIS SETTLED.

SUCCESSFUL FLOTATION OF COMMONWEALTH WAR LOAN.

(Reuter's Service to the China Mail.)

LARGE GERMAN HANGAR DESTROYED.

A telegram from Amsterdam states that according to news from Luxembourg an aviator at 3 o'clock on Saturday morning bombed and destroyed a large hangar at Ghent.

ALLIES INTENSE ARTILLERY ACTION.

A Paris message reports that a noteworthy and intense artillery action by the Allies is proceeding on the western front.

The communication says the bombardment continued during the night without notable incidents in its constant and effective fire against the enemy's trenches, shelters and emplacements.

AUSTRALIA'S WAR LOAN.

FIRST INSTALLMENT OVER-SUBSCRIBED.

A telegram from Melbourne states that £5,000,000 of the first instalment of the Commonwealth War Loan of £20,000,000 has been over-subscribed.

SOUTH WALES MINING CRISIS SETTLED.

A conference of the Government and the South Wales miners have settled the coal crisis.

ON THE EASTERN FRONT.

FIERCE ATTACK ON GENERAL MACKENSEN'S ARMY.

An Amsterdam telegram states that interest in the Eastern theatre of the war tonight centres around Riga and a fierce Russian attack on General von Mackensen's Army eastward of Dnestrofsk.

A Berlin communication says that General von Below, belonging to General von Hindenburg's group, is still fighting for the bridgehead at Friedland, on the river Dvina, some thirty miles southward of Riga.

This is evidence that the Russians are making a great resistance.

STUBBORN FIGHTING CONTINUES.

A Petrograd communication says: Stubborn fighting continues west of Friedland.

The Germans delivered simultaneous attacks at Ecken, on the Neubut railway, and on the village of Birkhahn.

The Russian assumed the offensive at some points in the Dvinsk district. Fighting continues before Vilna, the front being approximately unchanged.

The Russians continue to retreat on the Niemen-Pripet front, covered by rearguards which repulsed a series of attacks at Lipak, inflicting heavy losses.

The rear-guards likewise blocked a big offensive on the Pruzhany-Gorodets front.

The enemy has changed the dispositions of his troops in the Vitebsk-Volynsk region, making a big offensive.

Fighting is occurring on both banks of the Dvina.

CHRISTMAS GOODS FROM AUSTRIA AND GERMANY.

The British Ambassador, says a telegram from Washington, has informed the State Department that Great Britain is prepared to allow the passage through the blockade of certain goods—purchased in Austria and Germany, destined to America for the Christmas trade.

MAKING MUNITIONS IN AUSTRALIA.

Splendid work is being done in the production of munitions in Australia, says a telegram from Sydney. The Commonwealth Small Arms Factory is working double shifts and increasing the already large output. The South Wales Government workshops are practically converted into arsenals, manufacturing machine-guns which are believed to be the equal of any in the world.

GERMAN TRENCHES, WRECKED.

Last night's Paris communication reports artillery actions at Artois and Juvennois, where the fire wrecked German trenches and searched the German cantonnements.

The French batteries in Argonne repeatedly stifled the enemy's attempts to open a bombardment.

Lively cannonading is proceeding in Lorraine and the Vosges.

REPORT FROM SIR JOHN FRENCH.

A report from Field-Marshal Sir John French states that since the 18th inst. there has been only mining activity on the British front.

We brought down enemy aeroplanes, our artillery fired a railway train near Langemark, and our Flying Corps successfully co-operated in the French aerial attack on the Forest of Houllou.

BY TELEGRAPH.

ITALIANS NEARING TRIESTE.

IMPORTANT MOUNTAIN POSITION GAINED.

London, August 30.
A Rome communication states that Italian patrol pushed towards the summit of Monte Cista, 7,000ft. high, dominating the Italian positions at Monte Salubio.

They found the summit crowned with an infantry detachment with machine-guns.

The Italians captured the position despite desperate resistance.

The enemy, after a long period of inactivity, made a fierce onslaught on the Italians at Carnin but were repulsed.

The Italians pushed beyond the important village of Plezzo barring access through the Predil Pass.

In Upper Isonzo the Italians further advanced in the Tolmino section and cleverly outmanoeuvred the Austrians on the Carso plateau, capturing trenches which were full of dead and equipment.

Italian aeroplanes continue to be busy near Trieste, bombing railway stations.

THE AUSTRIANS IN FULL RETREAT AT TWO POINTS.

London, August 31.
The operations in Poland have temporarily eclipsed events in the Italian theatre, which, nevertheless, are of great importance.

The Austrians, seemingly, are in full retreat at two points. One in Valsugana, where they are blowing up bridges and viaducts and destroying roads as they retire to safety within the circle of the nearest defences of Trent. The other point is in the region of the Upper Isonzo, where the Alpine wasted an important mountain summit from their grip. The Italians did not occupy Plezzo, which was entirely at their mercy, but pushed rapidly eastwards in order to seize further heights.

A correspondent opines that the entire line of defences in northern Isonzo are seriously menaced, and the Austrians are in a precarious position from here to Tolmino, Gorizia and Sugana. In addition, there has been the loss of a series of stout defences at Sugana.

RUSSIA'S VICTORY IN THE CAUCASUS.

London, August 31.
Russia's recent victory in the Caucasus was accompanied by vast booty, says a Petrograd telegram. A communication records the capture of 5,213 Turkish prisoners, while the pursuing Cossacks killed over 2,000 of the enemy. Also, twelve guns, sixteen machine-guns, and quantities of ammunition were captured.

AIR RAID NEAR GHENT.

London, Aug. 31.
An Amsterdam telegram states that the Telegrams correspondent at Ghent, in a graphic version of the air raid by Allied aeroplanes, states that they appeared on Thursday night above the aerodromes at St. Denis. Outside the city there was a terrific din caused by wild gun-fire. The explosions of bombs were audible to the citizens, and these were followed by a lurid glare in the sky from the burning sheds.

(Official Telegrams from British Foreign Office.)

SOME EVENTS OF THE PAST WEEK.

London, Aug. 30.
The following are some events of the past week:—Mr. Balfour answers a correspondent complaining of the reticence of the British Press regarding air raids and suggests that unpleasant truths are being concealed. Zeppelins, says the First Lord of the Admiralty, prefer moonless nights when navigation is difficult and errors of a surprising magnitude are possible. Why make further voyages across by emphasising past mistakes? Doubtless much suffering is caused innocent persons, though rumour magnifies this out of all proportion. To date 71 civilians and 18 children have been killed and 180 civilians and 31 children wounded. Judged thus, the cumulative result of the successive crimes does not equal the single effort of a submarine which, to the unconcerned German's pride but to the world's horror, murdered 1,198 innocent civilians on the Lusitania. It is easy to reckon the ships' military successes. No soldier or sailor was killed, only seven being injured and only on one occasion could the damage inflicted, by any stretch of imagination, be described as of military importance.

The Germans have published a statement in which it is alleged that they have taken from an English corporal prisoner a statement in which General Sir Charles Ferguson is quoted as advising troops before battle to give Germans no quarter. General Ferguson emphatically denies uttering anything bearing any such interpretation.

The Munitions Minister announces that 190 fresh establishments have been declared controlled under the Munitions Act. An outstanding feature of the market has been a drop in the price of home grown wheat which now comes to the market with freedom.

The increased supply of wheat is mainly responsible for the lower values but exceptionally large crops are now harvesting in Canada, and the United States which will be available in October. There has also been a further considerable reduction in the price of bread.

The bodies of the crew of E13 were brought back to England amid a striking manifestation of Danish sympathy.

(Havas Service.)

A FRENCH AVIATOR'S ESCAPE FROM INTERNMENT.

Paris, August 29.
In order to avoid misunderstandings with Switzerland the French Government has authorised the French aviator Gilbert, who is alleged to have broken his parole, to return to Switzerland.

DEATH OF A FRENCH SENATOR.

Paris, August 29.
The death is announced of Senator Rene Berenger.

RECRUITING IN COURT.

Dialogue Between Judge and an "Incorrigible."

Placed in the dock at London Sessions on July 8 as an incorrigible rogue, William George Morley, 34, stated in reply to the Judge (Mr. A. J. Lawrence) that he begged for support because he was out of employment.

The following dialogue ensued:—
Mr. Lawrence: Can you read?—Prisoner: Yes, sir.

Have you seen any advertisements about lately?—There are plenty about, sir.

Have you considered them?—I have been looking about for work, sir.

I mean the advertisements which tell people that work can be obtained quite easily?—Is that so, sir, I must go and look for it.

Everybody must have seen the advertisements. There's plenty of them, sir.

Don't you understand what I mean?—You mean the advertisements offering jobs, sir?

Yes, advertisements telling people that there is plenty of work for all in Flanders. In Flanders, sir?

Exactly—in the trenches—Oh! I beg, (travelling?)—You mean recruiting posters, sir?

That's exactly what I do mean?—Well, I never.

There is no excuse for an able-bodied man of 34 to go about the streets begging. Your country has done a lot for you, and I advise you to do something in return when you can get it.

Seven previous convictions were proved against the prisoner, who was sentenced to two months' imprisonment.

140,000 CANADIAN RECRUITS.

Toronto, July 29.

Recruiting is again satisfactory. The total enlistment is 140,000 of all arms for home defence and overseas service. Eighty per cent. of these have been furnished by Ontario and the four Western provinces. Ontario has provided 52,000 men, Manitoba and Saskatchewan 31,000, Alberta and British Columbia each 16,000, Quebec 17,000, and the three Eastern maritime provinces 8,000.—The Times.

Up to March 31, Five Knights Grand Cross of the Iron Cross were appointed in the German Army, 4,438 Knights 1st class, and 338,281 Knights 2nd class. In the 1870-1871 war the figures were eight Knights Grand Cross and 304 Knights 1st class, and 47,791 Knights 2nd class.

Reuter's New York correspondent says the papers are commenting on the almost daily accidents befalling those working for the Allies. A bomb exploded under the bed of a man who fulfilled a large saddle contract; a train carrying explosives to New York left the rails; a fire occurred on the battleship Oklahoma and an explosion at Washington shipyard works. The Evening Post (New York) points out that the arguments used to justify the Lusitania massacre are equally applicable to the murder of munition workers and the disablement of American warships.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH TRAINING-SHIP'S CUTTER SUNK.

Many Lives Lost.

London, Aug. 31.
A river disaster is reported from Purfleet. A cutter from the training-ship Cornwall was cut in half by a tug and sank immediately, one officer and sixteen boys being drowned. Only four were saved.

(Wah Tat Po's Service.)

WAR OFFICE CHANGES.

London, Aug. 31.
Keung Kwai Tai, the General at Jehol, has been summoned by the Generalissimo's office to go to Peking.

AN APPOINTMENT.

A mandate appoints Chu Jui chief of the Heilongjiang gold collecting bureau.

THE FAR EAST IN PARLIAMENT.

The China Merchants' S. N. Co.

(July 21) Mr. Lynch asked whether, in view of the importance of the Yantze to British trade, the Foreign Secretary had any official information to the effect that the China Merchants' Steam Navigation Company would shortly pass under foreign control, direct or indirect.

Lord Robert Cecil: The answer is in the negative.

Mr. Lynch: Does that mean that the right hon. gentleman has not the information, or that he has the full information?

Lord Robert Cecil: I am afraid I cannot go further than to say that it means exactly what it says; it is a negative to the question put by the hon. gentleman.

RAILWAYS AND RAILWAY INTERESTS IN CHINA.

(July 22) Sir Fortescue Flannery asked the Secretary for Foreign Affairs whether inside the 18 provinces of China British railway development was governed by any special existing international understanding, and if so, would he indicate their nature.

Sir Edward Grey replied: The only international understanding with regard to British railway interests in China is the exchange of Notes—known as the Scott-Munroville agreement of April 23, 1904—between Russia and Great Britain—by which Great Britain engaged not to seek for railway concessions north of the Great Wall of China or to obstruct applications for similar concessions in that region supported by the Russian Government.

Mr. Flannery asked whether the British Government was in any way bound to support any similar concessions in the Yangtze basin or to obstruct applications in that region supported by the British Government.

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LONDON & BOMBAY via SARDINIA	Capt. J. T. Jeffery	10th Sept.	See Special Advertisement
SHANGHAI	NANKIN	About 10th Sept.	Freight and Passage.
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For TAMSUI AND KEELUNG via SWATOW AND AMOY.

STEAMERS	TO SAIL	REMARKS
S.S. 'DALIN MARU'	Sunday, 5th Sept., at Noon.	
S.S. 'KALIO MARU'	Monday, 6th Sept., at Noon.	

For ANPING AND TAKOW via SWATOW AND AMOY.

STEAMERS	TO SAIL	REMARKS
S.S. 'BOSEU MARU'	Wednesday, 15th Sept., at 10 a.m.	

FOR HAIPHONG via HOIHOW.

Steamer Captain Leave

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(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th September.	17th Sept., at 11 a.m.
EMPIRE	—	6th Oct., at 11 a.m.
EASTERN	—	—
ALDENHAM	—	—

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AND 'APCAR LINE'.
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
'DUNERA'	2nd Sept.	'UMHLOTI'	20th Sept.
'JAPAN'	18th Sept.	'UMKUZU'	End of Oct.

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S.S. 'YAMATO MARU'	For Moji, Kobe & Yokohama	11th Sept.
S.S. 'RIJUN MARU'	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	2nd Oct.
S.S. 'BORNEO MARU'	For Moji, Kobe & Yokohama	8th Oct.
S.S. 'YASUNI MARU'	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	2nd Oct.
S.S. 'HOKUTO MARU'	For Moji, Kobe & Yokohama	5th Oct.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENAN	Sept. 2, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Sept. 2, Daylight.
SHANGHAI	ANNU	Sept. 6, Daylight.
HOIHOW & HAIPHONG	KAIPOH	Sept. 7, at 9 a.m.
SHANGHAI	LANGCHOW	Sept. 7, at 4 p.m.
MANILA, CEBU & LOILO	CHENNA	Sept. 7, at 4 p.m.

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FOR	STEAMERS	TO SAIL
WEIHAIWEI & TIENTSIN	OLYMPIA	THURSDAY, Sept. 2, at Noon.
HOIHOW & HAIPHONG	TAKANG	FRIDAY, Sept. 3, Daylight.
MANILA	YI NSANG	SATURDAY, Sept. 4, at 3 p.m.
SINGAPORE	SIANG	SATURDAY, Sept. 4, at 3 p.m.
SHANGHAI	YI NSANG	SUNDAY, Sept. 5, at Noon.
SHANGHAI	YI NSANG	TUESDAY, Sept. 7, at Noon.
KOBE & MOJI	YI NSANG	FRIDAY, Sept. 10, Daylight.
MANILA	YI NSANG	SATURDAY, Sept. 11, at 3 p.m.

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The steamers Kusan, Nanking, etc., looking leave about every 3 weeks for Shanghai and Japan returning via (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yaching, Kusan, and Nanking leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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HOMeward.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. 'DUNERA', 1,332 tons, Capt. Munro, will be dispatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on the 2nd September.

S.S. 'JAPAN', 6,018 tons, Capt. C. F. Seddon, will be dispatched at above on the 15th September.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SARGENT & CO. LTD.

AGENTS.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailing from Hongkong—Subject to change without notice.

STEAMERS	Displacement Tons & Speed.	Leave Hongkong.
TENYO MARU	11,000-12 knots	Tues, 14th Sept. at Noon.
NIPPON MARU	11,000-12 knots	Tues, 28th Sept. at Noon.
SHINYO MARU	11,000-12 knots	Tues, 12th Oct. at Noon.
CHIYO MARU	11,000-12 knots	Tues, 9th Nov. at Noon.

First Class to London 47-10. Return (5 months) £120.
New York 230. £26-10.
San Francisco 248. £28.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

STEAMERS	Displacement Tons & Speed.	Sailing.
ANYO MARU	15,000-18 knots	Friday, 10th Sept. at Noon.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION.	STEAMERS	Displacement.	SAILING DATE.
MARSEILLES & LONDON	SATSUTA MARU	10,000 Tons	THURSDAY, 9th Sept., at Noon.
VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	YASAKA MARU	10,000 Tons	THURSDAY, 23rd Sept., at Noon.
VICTORIA, B.C. & S.E. T. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKO	SAKI MARU	12,500 Tons	TUESDAY, 7th Sept., at 4 p.m.
HAMA	TAMBA MARU	12,500 Tons	TUESDAY, 21st Sept., at 4 p.m.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU	12,500 Tons	TUESDAY, 14th Sept., at 4 p.m.
	NIKKO MARU	9,000 Tons	FRIDAY, 15th Oct., at 4 p.m.
SHANGHAI MOJI & KOBE	JINSEN MARU	8,000 Tons	THURSDAY, 9th Sept., at Noon.
SHANGHAI, KOBE & YOKOHAMA	KITANO MARU	14,000 Tons	THURSDAY, 9th Sept., at 10 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU	10,000 Tons	SATURDAY, 4th Sept., at Noon.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	RANGOON MARU	8,000 Tons	MONDAY, 6th Sept., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU	8,000 Tons	FRIDAY, 10th Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,000 Tons	SUNDAY, 12th Sept., at 10 a.m.

8 Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.—
" " Return " 900.	" " Return " 825.—
" " 2nd Single " 400.	" " 2nd Single " 360.—
" " Return " 605.	" " Return " 550.—
To London, Southampton, Liverpool via New York \$50. 12s.	
To Victoria, Vancouver, Seattle, 1st Single " 225.	
" " Return " 237. 10s.	
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
" " Return £72.	" " Return £73. 16s.
To Yokohama, 1st Return \$150.	To Kobe 1st Return \$150.
" " 2nd " \$ 90.	" " 2nd " \$ 83.

Round-the-World, Yen 1,045.

KUSU MOTO, Manager.

Telephone No. 123.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$15 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wireless Street.

SHIPPING



STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SARDINIA, Captain J. T. Jeffery, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 10th September, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Maloja from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong, Suez and Valparaiso, and then and cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Cargo for Bombay etc. will be continued on in the S.S. Sardinia, in Bombay about 27th September, 1915.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, August 27, 1915.

NOTICES TO CONSIGNEES!

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. SHIMOSA.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Sept. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 20th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Sept. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, August 23, 1915. 735

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "BLOEMFONTEIN", Captain W. H. DONALD, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st September at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival hereafter which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st September will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO. Agents.

Hongkong, Aug. 26, 1915. 730

TOYO KISEN KAISHA.

S.S. "ANYO MARU"

FROM MEXICAN, PERUVIAN, and CHILIAN PORTS AND JAPAN PORTS.

The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 31st August, at Noon will be landed at Consignees' risk and expense and delivery must be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on SUNDAY, 6th September at 5 p.m.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Godown or Godowns.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on SATURDAY, 11th September, at 10 a.m.

No Claims will be recognised if filed after THURSDAY, 13th September, at 10 a.m.

K. DOI, Agent.
Hongkong, Aug. 26, 1915. 730

HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
 Codes Used: A, B, C, Full Edition, Engineering First and Second Editions, Western Union, and Walkie's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
 Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
 All classes of light steel work manufactured by the above process.
 Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVERHEAD	DEPTH OF TIDE	SIZE OF TIDE	SPRINGS	WEIR
KOWLOON							
No. 1 Dock, Kowloon	700	100	10	10	10	10	10
No. 2 Dock, Kowloon	271	100	10	10	10	10	10
No. 3 Dock, Kowloon	271	100	10	10	10	10	10
Patent Slip, No. 1, Kowloon	120	100	10	10	10	10	10
Patent Slip, No. 2, Kowloon	120	100	10	10	10	10	10
TAI-KO-KU-SUI							
Commercial Dock	160	100	10	10	10	10	10
ADAMSON							
Hong Kong Dock	630	100	10	10	10	10	10
Lamou Dock	230	100	10	10	10	10	10

Plans Addressed Enquiries to the Chief Manager,
 R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

To-day's Advertisements

PUBLIC AUCTION.

THE Underlying have received instructions to sell by Public Auction.

TUESDAY,

the 7th September, 1915, commencing at 2.30 p.m., at the Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD FURNITURE.

PICTURES, ENGRAVINGS, CARPETS, CURTAINS, &c., &c.

As follows:—

One Silk Tapestry-covered Drawing Room Suite, Bedroom Furniture, Upholstered Arm-chairs and Sofa, Brass and Brass-mounted Bedsteads, Dining Tables and Chairs, Extension Dining Tables and Chairs, etc., etc., Dinner, Tea and Coffee Services, Crochery, Glass and E.P. Ware, Cooking Stove, Cutlery, &c. by Lockwood Bros., Shanghai, Bath, Tub, etc., etc.

Remington Typewriters, Pianos by Broadwood, Hainsworth, and Gramer & Co., Electric Reading Lamps and One large 4-Fold Blackwood Screen, One Teakwood Screen-Silk Panels, Blackwood Furniture.

One Riches and One Stevens 5-Shot Repeating Fowling Piece "50-Bore" (PRACTICALLY NEW).

(Full Particulars from Catalogue.)

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, Sept. 1, 1915. 748

THE "CHINA MAIL"

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, and not to the Editor, for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$35 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 50 cts. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5, and 6, should be sent to the Office, No. 5, Wyndham Street, not later than 1 p.m.

New Advertisements should be sent in before 5 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: "Mail" Hongkong. Code A.B.C. 5th Edition. Telephone No. 22.

THE CHINA MAIL, LIMITED

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1874-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Waterfront add 2 feet 4 inches, and on the gauge at Lamou Dock, Aberdeen, add 10 feet 8 inches to the height given in the table.

September 2nd to 8th, 1915.

Hour	High Water		Low Water	
	Mean	Height	Mean	Height
1	1.0	1.0	0.0	0.0
2	1.1	1.1	0.1	0.1
3	1.2	1.2	0.2	0.2
4	1.3	1.3	0.3	0.3
5	1.4	1.4	0.4	0.4
6	1.5	1.5	0.5	0.5
7	1.6	1.6	0.6	0.6
8	1.7	1.7	0.7	0.7
9	1.8	1.8	0.8	0.8
10	1.9	1.9	0.9	0.9
11	2.0	2.0	1.0	1.0
12	2.1	2.1	1.1	1.1
13	2.2	2.2	1.2	1.2
14	2.3	2.3	1.3	1.3
15	2.4	2.4	1.4	1.4
16	2.5	2.5	1.5	1.5
17	2.6	2.6	1.6	1.6
18	2.7	2.7	1.7	1.7
19	2.8	2.8	1.8	1.8
20	2.9	2.9	1.9	1.9
21	3.0	3.0	2.0	2.0
22	3.1	3.1	2.1	2.1
23	3.2	3.2	2.2	2.2
24	3.3	3.3	2.3	2.3

HONGKONG REGISTER.

Previous Day	On date at 5 a.m.	On date at 1 p.m.
Temperature	22.7	22.7
Humidity	78	71
Direction of Wind	SW	W
Force	3	2
Sea	3	2
State of sky	3	2
Direction of surface	3	2
Force	3	2
State of sky	3	2

Report upon the temperature on the 1st-5th-10th-15th-20th-25th-30th-31st.

O. W. JEFFRIES, Director.

Hongkong Observatory, Sept. 1, 1915.

REMEMBER THE NAME.

CHAMBERLAIN'S Colic, Cholera, and Diarrhoea Remedy is the best known medicine for diarrhoea, dysentery, colic, cramps or pains in the stomach. You may use it some time. For sale by all Chemists and Storekeepers.

TYPHOON SIGNALS

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and notices on the Masted on Signal Hill, Kowloon, the Harbour Office, the Lowloon Odors, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-kok and F. O. Quarters, Lysemoon.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards indicates a Typhoon to the South of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

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A CONE point downwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

WEATHER REPORT.

On the 1st at 11.10.—Pressure has increased slightly over the central portion of the area, and decreased elsewhere, especially over N. Japan, a depression being situated to the north of Hokkaido this morning. It is highest over S. Japan and the Bonins, and relatively low over Indo-China and the central portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon on September 2nd.

1.—Hongkong and Neighbourhood S.W. winds, moderate; fair to cloudy, some showers.

2.—Formosa Channel; The same as No. 1.

3.—South coast of China between Hongkong and Lamou; The same as No. 1.

4.—South coast of China between Hongkong and Hainan; The same as No. 1.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

SHARE LIST.—QUOTATIONS.

SEPTEMBER 1, 1915.

Stocks

No. of Shares

Value

Price

Dividend

Notes

Bank

Insurance

Shipping

Trading

Manufacturing

Public Works

Real Estate

Utilities

Transportation

Communication

Finance

Government

Foreign

Domestic

Commodities

Metals

Textiles

Foodstuffs

Minerals

Energy

Services

Healthcare

Education

Recreation

Transportation

Communication

Finance

Government

Foreign

Domestic

Commodities

Metals

Textiles

Foodstuffs

Minerals

Energy

Services

Healthcare

Education

Recreation

Transportation

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Minerals

Energy

Services

Healthcare

Education

Recreation

Transportation

Communication

Finance

Government

Foreign

Domestic

Commodities

Metals

Textiles

Foodstuffs

Minerals

Energy

Services